

BY AUTHORITY.

In accordance with section 251 of the Civil Code, there has been constituted and set apart a suitable enclosure at Kalahehi, island of Maui, for the imprisonment of strangers.

J. MOTT SMITH,
Minister of Interior.

Interior Office, Jan 14, 1877.

By authority of the Hon. J. Mott Smith, Minister of Interior, the following is published for the information of the public:

W. L. MOHONUA, Governor of Maui.
Lahaina, Jan 23, 1877.

Special Notice.

Subscribers to the GAZETTE are respectfully notified that volume thirteen commences with the first issue in the new year, and subscriptions are payable in advance, at

FIVE DOLLARS PER ANNUM.

Those residing in the city can pay the carrier, who will procure from the publication office a receipt for the amount paid. Those living in the country can remit by order or bank check.

The GAZETTE will be sent regularly by mail to any part of the world, on prepayment of the annual subscription and postage.

Address: **H. M. WHITNEY,**
Publisher Hawaiian Gazette.

HAWAIIAN GAZETTE.

AN INDEPENDENT JOURNAL,
DEVOTED TO HAWAIIAN PROGRESS.

PUBLISHED AND EDITED BY
HENRY M. WHITNEY.

WEDNESDAY, FEBRUARY 14, 1877.

During the past ten days there has been considerable discussion regarding the wording of the Stamp Act, the first section of which declares that "from and after the coming into operation of this act, there shall be due and payable to His Majesty," etc. the several sums of money of Stamp duty collected under the act. A shrewd lawyer might, perhaps, following the letter of this law, declare that all receipts under it belong to His Majesty, and so undertake to make up a case. But the intention of the Legislature was unquestionably that all sums of money collected under it should belong to the public treasury. It is claimed that the wording of this law is the same as in similar acts in England, but we have our doubts concerning this. The law should have read, "to His Majesty's exchequer" or "treasury." The omission furnishes another instance of the hasty and imperfect manner in which some of our laws are enacted. This law was brought into the Assembly during the last few days of the session, read by its title, referred to a committee, hastily acted on, and passed without probably ten members knowing its details.

THE presidential question in the United States appears now to be in a fair way to be amicably settled. Congress has passed an act, under which five Senators, five Representatives, and five Judges of the Supreme Court are constituted a tribunal to settle all questions of dispute relating to the succession. This commission embraces some of the best men in the country, and both Governors Tilson and Hayes have expressed themselves satisfied with the mode adopted, and will abide the decision arrived at. Politically, the tribunal comprises seven persons who have been identified with the Republican party, seven with the Democratic party, and one, Justice Bradley, who has never been a politician or identified with either. This makes the latter an umpire, should the rest be equally divided. The electoral votes will be counted by Congress, and any objections raised against receiving the votes of such States as Florida, Louisiana, Oregon, or South Carolina will be referred to the tribunal for settlement. How much time will be occupied in deciding the election, no one knows. It may take till after the 4th of March; in which event, President Grant will retire, and the president of the Senate will become Acting President of the United States and remain so till a choice shall be made.

It will be noticed that the advertisements of the mail steamers are withdrawn, which is done by order of the Pacific Mail Steamship Company. On inquiry we learn that the Company has determined to withdraw from this route. In their latest letter they say "Should their decision (the Hawaiian Government) be unfavorable to our view of what is just and liberal to this Company, we will immediately and for ever drop the port of Honolulu, and carry out our English Colonial mail contract: running direct from 'San Francisco to Fiji.' This language is unmistakable, and if the administration declines to enter into the arrangement for which the Legislature made provision, the steamers will be withdrawn. It is not too late to avoid such a result, and it can be done by sending a duly authorized agent to confer with the president and directors of the Company in New York. We think that if the matter were laid before them by such a person, all the concessions asked for on either side will be readily agreed on, and a contract entered into. If there is any misunderstanding, this is the best way to correct it. For years we have been advocating the establishment of steam communication with Australia and California, and now when we see established the finest line of ships ever put on any route, we are threatened with their withdrawal, which will virtually put us back where we were twenty-five years ago. In this course wise, or politic, or best adapted to foster the commercial growth of the Kingdom?

THE Hawaiian Almanac and Annual for 1877, "carefully compiled by Thomas G. Thrum," contains an article of about thirteen pages in length, entitled "A Trip to the Sandwich Islands, by E. S. Baker," which the compiler, in a note, credits to the "Resources of California," adding the following words: "Condensed and adapted for these pages, as 'being the best descriptive article upon the Islands that has come within our notice and worthy of preservation with us.'"

Inasmuch as ten pages out of the thirteen of said article are taken from the "Hawaiian Guide Book," published by the Editor of the GAZETTE, almost without alteration, and as much of the matter in the remaining three pages is evidently derived from the same source, we find it difficult to decide which is the stronger, our sense of approval of the very good taste of the compiler in regard to the merits and value of the article, or our surprise at the lamentable ignorance he displays of the current literature of his native city, of course we could not for a moment suppose that he could knowingly purloin and appropriate that which was only created after a good deal of hard work, and the expenditure of quite a sum of money.

The contents of the bulk of this article which is pronounced "the best descriptive article upon the Islands," and worthy of preservation," as well as a great deal more of equal merit will be found within the pages of the Guide Book, which is always on sale at the Book Store, as well as at the stationers' shops of the city.

Short Steamer Passages.

In our issue of January 26, 1876, we gave a carefully prepared table of steamer passages made between this port and San Francisco of less than eight days. Since that date the number has been increased, till now we have to report the Zealandia having made the best time on record, seven days and six hours, from pilot to pilot. She discharged her pilot off the heads at San Francisco, at 11:30 P. M. Saturday, February 3, and took her pilot off this port at 5:30 A. M. Sunday, February 11. Had it not been that she checked her speed during the last twelve hours, so as not to arrive till daylight, she might have been here in seven days. We append the list of short passages—under 8 days—made thus far between the two ports:

May 14, 1871—Sir. Nebraska, 7 days and 19 hours.
Aug 10, 1871—Sir. City of Adelaide, 7 days and 22 hours.
May 6, 1872—Sir. Nebraska, 7 days and 16 hours.
Jul 17, 1872—Sir. Nebraska, 7 days and 14 hours.
Sep 14, 1872—Sir. Nebraska, 7 days and 16 hours.
Nov 14, 1872—Sir. Nebraska, 7 days and 16 hours.
Jan 14, 1873—Sir. City of Melbourne, 7 days and 22 hours.
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Jan 14, 1929—Sir. City of Melbourne, 7 days and 22 hours.
Mar 14, 1929—Sir. City of Melbourne, 7 days and 22 hours.
May 14, 1929—Sir. City of Melbourne, 7 days and 22 hours.
Jul 14, 1929—Sir. City of Melbourne, 7 days and 22 hours.
Sep 14, 1929—Sir. City of Melbourne, 7 days and 22 hours.
Nov 14, 1929—Sir. City of Melbourne, 7 days and 22 hours.
Jan 14, 1930—Sir. City of Melbourne, 7 days and 22 hours.
Mar 14, 1930—Sir. City of Melbourne, 7 days and 22 hours.
May 14, 1930—Sir. City of Melbourne, 7 days and 22 hours.
Jul 14, 1930—Sir. City of Melbourne, 7 days and 22 hours.
Sep 14, 1930—Sir. City of Melbourne, 7 days and 22 hours.
Nov 14, 1930—Sir. City of Melbourne, 7 days and 22 hours.
Jan 14, 1931—Sir. City of Melbourne, 7 days and 22 hours.
Mar 14, 1931—Sir. City of Melbourne, 7 days and 22 hours.
May 14, 1931—Sir. City of Melbourne, 7 days and 22 hours.
Jul 14, 1931—Sir. City of Melbourne, 7 days and 22 hours.
Sep 14, 1931—Sir. City of Melbourne, 7 days and 22 hours.
Nov 14, 1931—Sir. City of Melbourne, 7 days and 22 hours.
Jan 14, 1932—Sir. City of Melbourne, 7 days and 22 hours.
Mar 14, 1932—Sir. City of Melbourne, 7 days and 22 hours.
May 14, 1932—Sir. City of Melbourne, 7 days and 22 hours.
Jul 14, 1932—Sir. City of Melbourne, 7 days and 22 hours.
Sep 14, 1932—Sir. City of Melbourne, 7 days and 22 hours.
Nov 14, 1932